Note 1 : A service operated on a Category-I route as a part of international air service will not be reckoned for the above purpose.

Note 2 ; Capacity deployed will be reckoned in Available Seat Kilometres. (ASKM).

Note 3 : On multiple Sector routes like Delhi-Calcutta- Guwahati-Imp-hal, the capacity provided on Delhi-Calcutta sector will count towards Catejory-I. that provided on Calcutta-Girwa-hati sector will count towards Category-II and the Capacity on Guwahati-Impsn! sector will count towards service exclusively within Category-II.

Development and growth of private Airlines Industry

3085 SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM he pleased to state:

(a) whether it is a fact that the PHD Chamber of Commerce and Industry has submitted a 10 point strategy for development and growth of (he private airlines industry in the country:

(b) if so. what are the details thereof: and

(c) what is Government's reaction thereto?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes. Sir.

(h) Some of the important suggestions made by the Chamber are as follows:—

(i) Making available repair and maintenance facilities of Indian Airlines to Air Taxi Operators.

(ii) Upgradation of services being provided to Air Taxi Operators by International Airports Authority of India and National Airports Authority.

(iii) Change in the orientation of the two airport Authorities.

(iv) Indian Airlines should provide ground handling facilities to Air Taxi Operators.

(v) Reduction in the Price of Avia-. ion Turbine Fuel.

(vi) Removal/reduclion in inland Air Travel Tax.

(vii) Indian Airlines should sign an interlile agreement with private carriers.

(viii) Review of -'cancellation rules of Indian Airlines.

(ix) Air taxi operators should be allowed to undert;.';s international charter flights and NTUs should be allowed to travel on international charter flights.

(x) Fares should not be regulated.

(xi) State Governments should be prevailed upon to provide basic facilities at smaller airfields.

(c) The aforesaid suggestions have been noted.

Per capita expenditure on tourism

3086. SHRI BRAHMADEO ANAND PASWAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is per capita national expense on tourism:

(b) what is per capita Statewise expense on tourism in Goa, Haryana and Bihar;

(c) since when discrepancy if any, is existing; and

(d) when Government will remove this discrepancy and pay backlog to Bihar?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) (a) and (b) Based on the population estimates for 1991, the per-capita plan allocation for tourism development a the national level was Rs. 2.09 during 1992-93. The similar estimates in respect of Goa, Haryana and Bihar were Rs. 25.36, Rs. 1.55 and Rs. 0.60 respectively. The budget allocation for the devellopment of tourism is however not being made on the basis of population.

(c) and (d) The dewelopnwnt of tourism is primarily the responsibility of the

State Government and as such the necessary allocations have to be made by the respective States.

Foreign exchange Spent on tourism publicity

3087. SHRI MOHAMMED AFZAL alias MEEM AFZAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to answer to Unstar red Question 476 given in the Rajya Sabha on the 24th February 1994 and state the amount of foreign exchange spent on tourism publicity during the period 1992-93?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GULAM NABI AZAD): Foreign exchange amounting to Rs. 4000.00 lakhs was spent on tourism publicity during 1992-93.

Pilots of Lufthansa for MG Express Ltd.

3088. SHRI SHIV PRATAP MISHRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that a number of German Pilots from Lufthansa Airlines are working for MG Express Ltd. (Modiluft) since 1993 for the operation of three aircrafts;

(b) what is the extent of foreign exchange liability on the Country on this account and what are the reasons for their deployment;

(c) how many experienced Indian Pilots this company have under their employment; and

(d) the reasons for not deploying Indian experienced Pilots for imparting training to new recruits?

. THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GULAM NABI AZAZ): (a) At present, M/s M.G. Express have engaged seven Pilots from Lufthansa for imparting training to pilots employed by M/s M.G. Express.

(b) Lufthansa is charging $20,000 per month for the team Leader and S 18,500 per month for each training Pilot

(c) and (d) M/s. M.G. Express have employed sixteen experienced Indian Pi- lots; two of them are examiners and three are instructors. Deployment of Pilots, whether Indian or foreign, is decided by the Company at its discretion.

Short term Private Sector Management Scheme

3089. SHRI MENTAY PADMANA-BHAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleas ed to state :

(a) whether the public sector airlines gained anything by short-term private sector management;

(b) whether any assessment has been made of the efficacy of having private sector managers run the public sector airline for short-terms; and

(c) if so, the details thereof,

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHU-LAM NABI AZAD): (a) to (c). A few among several private sector executives who joined public sector enterprises have performed well. However, it is difficult to make an assessment of their performance in quantifiable terms.

Identification for Economic and Uneco-nomic Air Routes

3090. SHRI MENTAY PADMANA-BHAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the criteria used by Gov-ernment to identify economic and un-economic air routes;

(b) whether there was any inter-action with private airlines on this issue; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Normally pro-fitability is the criterion by which eco-nomical/ un-economical routes are identified by the operators.